

Edmonton Bulletin.

VOL. IV.

EDMONTON, N.W.T., SATURDAY, JANUARY 6TH, 1883.

No. 10.

TELEGRAPHIC.

WINNIPEG, Dec. 18th, 1882.
Gladstone has resigned.
Sir Joseph Napier is dead.
Archbishop of Canterbury is dead.
Diphtheria is raging throughout Canada.
Ontario legislature was opened on the 13th.
Anthony Trollope, the great English author, is dead.

Alex. McKicken defeated Logan in the mayoralty contest by over 200.
Manitoba legislature is dissolved, nominations on 16th January, elections on the 22nd.
Lee, the Nanaimo murderer, sentenced to death, has had his sentence commuted to imprisonment for life.
Wm. Edgar of Ottawa has been appointed and the North-West.

The directors of the C.P.R. Co., at a recent meeting, decided to increase the capital from \$15,000,000 to \$100,000,000.

Despatches from Ottawa say that in the future a weekly mail from Winnipeg to the Prince Albert and as far west as Edmonton will be run, but gives no date.

The Great North-West telegraph company have appointed a committee to consider the propriety of laying a cable in lake Superior, so as to have direct communication through Canadian territory.

A destructive fire broke out here on the 14th, two hotels and two or three grocery houses were burned to the ground. A man the hotel Hecker, who was living in one of named Pratt, who was severely burned, has since died. Total loss \$250,000.

Notice appears in Canada Gazette that application will be made at next parliament for an act to incorporate a company to build a line of railway from a point on the Pacific coast to a point on Peace River east of Dunvegan; also to incorporate a company to lay a cable and build telegraph line from some point on the west coast of Ireland, or Scotland, by way of Greenland, Hudson's straits, lake and Peace river to some point on the Pacific ocean, near Ft. Simpson.

BATTLEFORD, January 6th, 1883.
Serg't Parker and wife left for home on the 2nd inst.

R. Fuller is at Prince Albert on railway business.

Bachelor's ball on New Year's day was a brilliant success.

Have had a cold snap, the thermometer registering 41 on Tuesday night.
Thirty buffalo were killed two weeks ago thirty miles south of Batoc's crossing.

Finlayson, 4 others have threshed 3,600 bushels of grain, of which 3,100 were oats.

Col. Herchmer has gone east taking 3,000 men an Indian, who was sentenced to five years in the penitentiary.

Private advices say that a weekly mail to Edmonton will commence with the new year. The contract price is \$50,000.

Private letters say work will be commenced on the Souris & Rocky Mountain railway early in the spring and vigorously prosecuted.

Hayter Reed will remain at the I.D. head office in Winnipeg for the winter, meanwhile Mr. Rae, of Carlton, will look after this agency.

Telegraph line will be built next spring from Clarke's crossing to Prince Albert if residents supply the poles. They have agreed to do so.

HUMBOLDT, Jan. 5, 1883.
Mail passed going last night.

Messrs. Beatty and Robertson, of Edmonton, passed east on New Year's day.

Weather has been very cold but is now milder. On Tuesday night the thermometer went to 35° below zero.

SADIE'S LAKE.

Mail arrived from Edmonton on Tuesday the day after Christmas, and left for Battleford on Wednesday morning.

The young people of this place gathered together on Christmas night and had a big dance, on the following night they had a grand ball at J. Fritchard's place.

The Indians are preparing for a big time on New Year's day and have engaged Mr. Henderson, of Victoria, to furnish music on the 1st.

J. Norris passed here to-day on his way to Edmonton. He has purchased a French-Canadian stallion from Mr. Donnell of Battleford.

December 29th, 1882.

Wintering are plentiful and of good size and quality in Sadie Lake this year. Last year there were none.

LOCAL.

T. ANDERSON, timber agent, has an attack of the mumps.

ABREY'S survey party is working in the vicinity of Ft. Pitt.

DANCE at A. Rowland's and another at J. Ashen's on New Year's evening.

E. CAREY, of Norris & Carey, has been very ill of neuralgia in the head, but is recovering.

Four trains of dogs arrived at Sunday last from Thompson's survey party at Slave lake to take in supplies.

GOODRIDGE & THURSTON'S grain crop averaged 34 bushels to the acre. The wheat yielded the same as the barley.

W. GREER and Paul Fyant left for Bow river on Friday last week. Fyant intends to return with loads of coal oil.

Mr. A. MURRAY and family arrived from Battle River on Sunday last. He has shaken the dust of Abram's settlement off his feet—was it there.

How LEWIS WALLERIDGE (not Woodridge, as stated in our last week's telegram), of Belleville, Ont., is the new chief justice of Manitoba.

Mr. M. McCARTHY is erecting a hewed log stable on his property on the Methodist mission estate. It is 17x31, story and a half high, and will cost \$800.

Mr. JEAN D'ARTIGUE received instructions by last mail from several eastern capitalists to secure for them fifty lots in the City of Saskatchewan.

On New Year's Day an adopted son of Mr. J. Norris, about 12 years old, had one of his legs broken by falling off the horse which he was riding to work.

The following lots on the Heimick estate have been sold during the past two weeks: J. D'Artigue 20, M. McLeod 3, A. McLeod 2, J. Belmont 3. —Bos 2.

Two half-brothers were committed for trial at Fort Saskatchewan on Monday last by Capt. Gagnon for attempting to burglarize J. Bruneau's house the night before.

One morning last week when the men in one of the tents of Beatty's survey camp went to work they left a candle burning in the tent, with the result that the tent and their belongings were cremated before they got back.

A SON of Chief Peacock, of Whitfish Lake, was nearly killed recently while working at P. Fruden's mill dam at Lac la Biche. He was digging clay, and the bank caved in on him, striking him a bad speeving. He was taken home to Whitfish Lake and is recovering.

The log building which formerly stood on the Albert road near the old Roman Catholic church, commonly known as the robbers' roost, has been removed to the property connected with the new Roman Catholic church on the H.B.C. reserve, where it will be used as a stable.

J. NORRIS arrived from Battleford on Wednesday last. He expects his freight, fifteen sleigh loads, about next Tuesday. The roads are good. A thoroughbred French-Canadian stallion, which he purchased in Battleford and brought with him, is a desirable and much needed acquisition to the stock of this district.

D. ROSS is erecting a large coal shed at the point on his property where there is a good "feathering" and will be 24 x 30 ft. high, and will contain 325 tons of coal. He proposes to take that amount out of the seam in the "feathering" and to put the same in this shed for shipment to Battleford and Prince Albert next summer.

A. D. OSBORNE, who has been on an exploring expedition to the far beds of the Athabasca, got back on Sunday last. He travelled from Lac la Biche to Ft. McMurray overland, through a timbered and muskeg country, which is seldom penetrated by the settlers, but met with no serious accident. He claims that the result of his explorations has been more than satisfactory but declines to give particulars.

The Bremner and Taylor settlement, thirty-five miles west of Battleford is doing well. Large timber is being got out for good houses to be put up next summer. The settlers expect many of their friends to join them then. They can get large timber at either the Saskatchewan or Battle north of the Wolf Hill, and they are only a few miles from the proposed location of J. G. Oliver's saw mill at the mouth of the Turtle River. The Indians are doing quite a trade there and some of the men returned to Manitoba for more supplies, expecting to be back by New Year.

SMITH'S survey party has finished the work allotted to them by the H.B.C. at the Saskatchewan, and will commence next week to straighten out the kinks in the Beaver Hills east and south-east of town.

Mr. W. E. TALL, of the H.B.C., J. Vickers, of Thompson's survey party, and three Slave Lake settlers, left for that place on Tuesday evening last with ten teams of dogs. They went by Athabasca landing and Lesser Slave river.

BEATTY'S survey party of about twenty men is working in the vicinity of Deep Creek, about fifteen miles below Ft. Saskatchewan, going eastwards. The country—about twelve miles back from the Saskatchewan—is worth-while, being flat, containing a great deal of muskeg, and covered with a growth of willows and small poplars with jack pine in some places.

New Year's day was very fine, although scarcely as fine as Christmas. Early in the morning the Indians began to make their usual New Year's calls, honoring everyone with their visits and greetings. Generally, although not always, they were kindly received and sent on their way rejoicing, with a token of regard in the shape of a piece of "pa-qua-sun." A game of football was played in the forenoon and the H.B.C. received lots of fun for those engaged in it. In the afternoon the example of the Indians in making calls was followed by some of their white brethren, but the pa-qua-sun which rejoiced the hearts of the Indians was refused by the very strongest of the whites, which sent them on their way in a condition even more elated than the Indians had been. A great deal of curiosity was indulged in, which the favorable weather and roads made most enjoyable. A large number employed themselves in skating on the natural rink on the ice below the fort, keeping up the fun until dark.

The country travelled through by J. Vickers in his late attempt to reach the outlet of Lesser Slave lake overland, is described as being utterly worthless, after the Athabasca river was passed. Instead of following the ordinary path which strikes the lake southward, he turned off to the right, passing through a country of timber and muskeg, the latter not frozen hard enough to support the horses on account of the deep snow having fallen before the hard frost came. The muskegs were the greatest impediment. Had the horses been frozen hard the trip could have been made without serious difficulty. The timber was seldom of much account although good spruces or spruces were some-what scarce. The snow was about two feet deep, at the point from which they turned back and which was supposed to be the southern slope of the Slave lake mountains. Had they been provided with snow shoes the men of the party could have got through, but as it was they could not. Six of the eleven horses died of hunger, cold and hard work. There was little or no feed for the horses after they left the Athabasca. Most of the horses were packed but they took one fat sleigh with them as far as they went.

To the Editor of the BULLETIN.

In your last issue it is stated that the surveyors refused to take declarations in regard to settlers' improvements on their pre-emption claims. In a small field north of lake lately intended settlers in the North-West, by Capt. C. W. Allen, and recommended by Lindsay's Report, surveyors general, have been surveyed lands are told that they must rely upon actual and continuous residence, and practical cultivation, and that in no time should be wasted in asserting their position at the earliest moment when this can be effectually done.

It is a first opportunity for squatters or settlers ahead of the surveyors to make their entries in the land office. The settlers in this neighborhood are not aware of their improvements having been noted in the field-books of the surveyors. When the surveyors were passing our place I asked the party in charge at the time of my inquiry of my improvement. He answered that Mr. Beatty was gone to Edmonton and had taken the field-book with him, so that the chairman of the board, by this way was done on the place. I spoke afterwards to Mr. Beatty, at Edmonton, about the field notes and declarations as to the improvements and

residence, and he promised to come out and take the notes and declarations of the settlers but he has not yet come. Now, Mr. Editor, what is to be done? Will the settlers stay quiet and let things take their chances and perhaps find themselves in the same fix as the people at Regina or at Qu'Appelle, or will they take the only legal way, and have their grievances brought before the House of Commons in the shape of a petition. As the annual meeting of the Agricultural Association takes place on the second Wednesday of this month it would be a good time for the settlers to discuss the position. Will some of your readers kindly explain what is meant in article five of the terms and conditions of the deed of surrender from the Hudson Bay Company to the Canadian government of its claims in the N.W.T., and if it includes the territory to the north of the North Saskatchewan, and also why the settlements of Edmonton and St. Albert are not included in the settlement belts as well as Prince Albert? Hoping you will give the above place in your columns and wishing you all the compliments of the season. I remain yours truly,
D. MALONEY.
St. Albert, January 2nd, 1883.

NEW ADVERTISEMENTS.

CAME to my premises two weeks ago, two brown heifers two years old. The owner requested me to sell them for him. Then away. DONALD ROSS—Edmonton Hotel, Jan. 6th, 1883.

ALL PARTIES who have engaged to take lots on the Heimick estate, City of Saskatchewan, are requested to complete arrangements before the 15th of January. P. HEIMICK.

LOST.—On Friday, the 22nd of December, between the Belmont school house and Carey's store, a large logging chain. The finder will oblige by leaving word of its whereabouts at the BULLETIN office. H. GOODRIDGE.

EDMONTON DISTRICT AGRICULTURAL ASSOCIATION.—The annual meeting of this Association will be held in the school house, Edmonton, on Wednesday evening next, the 10th inst., at 7 o'clock. By order of the directors, J. STIMP.

TO R. REWARD.—Strayed or stolen from S. D. McDonnell's stable, on the 10th of December, a five-year-old bay mare, branded NB on shoulder and flank; had halter and short line with blinkers, formerly owned by J. Lake. The above reward will be paid to any person bringing the said mare to the undersigned, or a reward of \$5.00 will be paid for any information leading to the recovery of same. J. A. MITCHELL, Indian office, Edmonton, Jan. 4th 1883.

NOTICES.

CANADIAN MOCCASINS Sewed with sinew, and first-class Woollen Mitts just arrived at FRANK OLIVER'S.

NOTICE is hereby given that I have taken as a homestead and pre-emption the north half of section six, township fifty-five, range twenty-two west. JOHN HILTON.

HEREBY GIVE NOTICE that I have taken as a homestead and pre-emption the west half of section eight, township fifty-five, range twenty-two west. J. A. HILDEN.

REWARD.—The above reward will be \$25 for information that will lead to the conviction of the person or persons who lately broke the stained glass window in the Methodist church. WM. LESLIE WOOD.

FOR SALE.—Lots 31 and 32, Block 6, H.B. town plot, situated on corner of Hardisty avenue and Seventh street, near Dr. Wilson's drug store. Good locality; choice lots. Apply to ARTHUR D. PATTON.

NOTICE.—On the 22nd inst., I took as a homestead and pre-emption the half section immediately west of that occupied by the Rev. Canon Newton (the Hermitage) and adjoining the river. All persons are warned against settling timber therefrom. THOS. McCARTHY.

PUBLIC NOTICE is hereby given that all horses branded BL on the hip are the property of the Dominion Lands Office, and all parties are warned against buying any horses thus branded in their possession unless authorized in writing by a proper officer of the Department of the Interior. J. LEVILLÉ, Chief Inspector of Government Survey.

THE EDMONTON BULLETIN

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The best facilities for Job Printing in the North-West.

OLIVER & DUNLOP,
Proprietors.

EDMONTON BULLETIN, JAN. 6, 1883.

IMPROVING THE RIVER.

Although the magnificent water stretches alluded to long ago by Mr. A. Mackenzie when premier, have been sneered at by men on both sides of politics, the fact of their existence remains; and now when it is decided that the C.P.R. shall not pass through or near Edmonton, and there is no prospect of this place being blessed with railway communication in the near future, it is well worth our while to give our best attention to these same despised water stretches, to demonstrate their utility and to devise means for increasing that utility. The Saskatchewan will have to stand us in the stead of a railway for at least three and perhaps eight or ten years and after a railroad is built will always supply during the season of navigation strong competition to the railroad or roads, especially on eastern bound freight. Even with the river as it is, there is very little doubt that during at least three months in summer goods can be brought up by that route more cheaply than they will be by a monopoly railroad, while in shipping coal, iron, lumber, and other principal products—the rates by the river will be much lower than the railroad could possibly do the work for. The season at present available for navigation, however, is very short, and anything that can be done to increase the length of the navigation season or to increase the capacity of the river, thereby saving navigation a benefit not only at present but for the future as long as traffic is carried on.

The Saskatchewan running as it does from west to east, emptying into lake Winnipeg, thereby connecting by navigable water with the railway systems centering in Winnipeg city, and also in future, by a very short line of railway, with ocean navigation on Hudson's Bay, running through a good farming country for the greater part of its course, having on its upper part coal and timber which will be required by the purely agricultural country which it passes through farther down, this river is certain to be of the greatest use in the development of the country and the carrying on of its trade for all time. In this country where railway monopolies will hold sway for many years, this river capable of doing the trade that would otherwise render the building of a railroad necessary, will forever act as a bar to monopoly of all kinds, as it will never be possible unless the direction of the current be changed to altogether monopolize the navigation of it. As long as the river runs eastward settlements along its banks will have an outlet for their surplus products at lower rates than places which have railway communication alone can ever hope to receive the benefit of.

Unlike the Red and Assiniboine rivers which are of the same character from source to mouth, the only difference being in the size of their different parts, the Saskatchewan is of a different character in different portions of its course, these parts having not the slightest resemblance to each other more than that the water in all of them runs down hill. Capt. Webber, formerly of the North-cote but lately of the Marquis, likens the part from Edmonton to Ft. Pitt to the Ohio, the part from Pitt to Prince Albert to the Missouri and that from that place to Grand Rapids with the exception of the portion at the Cut Off, to the Mississippi.

From Edmonton to Frog creek, the river is a large, swift stream, reasonably straight, with deep water, except at the many rapids along its course. These rapids are merely shallow places where the current is very swift and the bottom is strewn with large and small boulders. The rapids do not appear in very high water. They only impede navigation in

low water, and then not by the too great swiftness of the current, as the boats steam up them without difficulty, but by the deep channel being obstructed by large boulders. In few if any of them is there no channel deep enough to let a boat pass even in the lowest stages of water, if cleared of boulders. This part of the river is the best for navigation in high water, and if a channel were cleared in some and perhaps deepening in a few others there is no doubt that in low water also it would be the best. Between the rapids in low water there is very little current and the navigation is first class.

From Frog creek to Prince Albert the river runs in a very wide bed, the country is mostly open plain and the banks are not high in the upper part of the river. In high water this part has a fine appearance, as the stream is upwards of a quarter of a mile wide, with a good current, but in low water the current is sluggish and the stream winds from side to side of its bed, which is much too large for it, among sand-bars and islands, making the navigation very difficult but not at all dangerous. There is supposed to be always a deep channel somewhere in the width of the stream but the difficulty is to find it, and the searching for it or the sticking by not finding it causes delay. This, however, is unavoidable at present, as it would be almost or altogether impossible to make or keep any certain channels without shifting sand, as well be time enough to consider the improvement of this part of the river when the rapids above and below have been attended to, as now they and not the sand-bars are what actually stops navigation in low water. Although the navigation among the sand-bars is never good it has never been actually stopped by them to any extent.

From Prince Albert down the rapids are on a larger scale than those in the upper part of the river, but by taking out the boulders they can be made passable in all stages of water. Indeed, the boulders would be taken out, except in Cole's falls, more as a precaution against accident than to simply deepen the channel, as the river is much deeper and larger there than in the upper part of its course.

The greatest impediment in the lower part of the river is the cut-off, in the vicinity of Ft. Cumberland, where the stream is divided into three or four different channels for seventy or eighty miles. Of late years the main stream has been leaving its old course and taking the channel by Cumberland lake. This has left the old channel almost too shallow for navigation while the other has not yet become sufficiently well defined to be good, and besides the fact of its passing through a lake is a great disadvantage in case of windy weather. It may be that in a year or two either one channel or the other will be good once more, and again the channel may keep changing and neither be good. In order to remedy this difficulty it would be necessary to close up one of the channels and this would be a very expensive work, but if the general government really desires the development of the North-west it is one that there should be no hesitation about engaging in.

The improvement of the navigation of the Saskatchewan is a work which is within the duty of the general government, and should claim their attention second to no other work in the country. A dollar properly spent on this work would be of more real value to the country than five dollars spent in any other way, and it is only fair that when such a considerable revenue is being derived from the sale of land along its banks that a portion of the money should be applied to the improvement of the river. Such action would also be good policy, as it would enhance the value of the land remaining unsold along its course.

It is estimated that expenses in the removal of boulders to the amount of \$15,000 or \$20,000 would be sufficient to improve the channel so as to allow the boats to make one more trip from Grand Rapids to Edmonton each season than they can at present, and to take one hundred tons more freight at each trip. There are now four boats carrying two hundred tons each on the river and allowing that each boat can at present make three full trips, which they certainly can in a favorable sea-

son, this estimate would allow an increase of freight to the amount of two thousand tons or thirty thousand pounds per season, and if this increase in business could be made, the boats would be able to lower their rates accordingly, which would be a direct benefit to the settlements along the whole course of and tributary to the river. This is a matter in which all of these settlements are deeply interested and which cannot be pressed too strongly upon the consideration of the government.

The disallowance of Manitoba railway charters by the general government has been defended all along by their organs on the grounds of patriotism—that it was not in accordance with the principles of the national policy to allow the trade of the North-West to be diverted to the United States by allowing lines to enter from that country, quite oblivious, meanwhile, of the fact that at the present time all the traffic of the North-West passes through the States via the C.P.R. Co's own line, that is the St. Paul, Minneapolis and Manitoba and that were a thousand lines built through Canadian territory alone, it would still be to the interest of this company to allow at least a portion of the traffic to pass over a line in the United States. The existence of the St. Paul, Minneapolis and Manitoba was ignored, and the attempt was made to blind people to the fact that as long as one outlet was allowed, there might nearly as well be a hundred, for all the difference it would make in compelling freight to pass through Canadian territory. No word was ever spoken relative to closing this means of communication with the United States at any future time, and yet people were asked to believe that communication which existed already would be prevented if no more roads were built. Surely it would be as damaging to the trade of Canada to have freight pass over the St. Paul, Minneapolis & Manitoba as over any other route. But the cry against admitting United States railroads to Manitoba as an excuse for disallowance has now been abandoned. The road that is seeking admission is not a United States road but the greatest and most distinctively Canadian railroad in Canada, that is the Grand Trunk. It would be natural to suppose that those who were so anxious to keep out the competition of wicked Yankees would hail with delight the prospect of an additional Canadian road, but not so. The desire for protecting the trade interests of Eastern Canada is no longer put forward. All excuses are dropped and as the Winnipeg press puts it, the rights of the Dominion and the federal authorities do not permit an alliance to be formed with the Grand Trunk or any other road crossing the boundary. The question is thus narrowed down to one of right versus right. It only remains to be decided on which side the right lies.

Messrs. Hugh and Andrew Allan, of the Allan line, have sued the publishers of the Montreal Witness for \$50,000 damages for libel. The case as stated by the Witness is this: Some time ago letters appeared in the paper reflecting on the stevedore accommodation of one of the ships, and the Messrs. Allan ordered their advertisement out of the paper. Other letters corroborating the first ones appeared, and an action for libel was entered. It does not appear that the paper did any more than publish the letters, nor that they were untrue. To all appearances the suit has been entered simply to stifle complaint, with the idea of terrorizing newspapers so that ill-treated passengers may get no opportunity of making their grievances public. The Witness, however, does not scare worth a cent. It says: "Such damages would of course ruin the publishers of the Witness, but they would not alter the clear duty of the press to ventilate a matter of surpassing interest to Canada." The Witness is fighting a battle which very soon, unless a change taken place, will have to be fought by every paper in Canada that desires freedom of speech. As the different monopolies which are now only being born increase in size and vigor it will become part of their business to crush out honest criticism, because in freedom of speech lies their greatest danger. If the people are not allowed to communicate their thoughts, feelings and grievances to each other through the newspapers, it will be almost impossible for them to become united in any one course, and the strength of those

monopolies will soon be such that nothing short of a union of the whole people will be strong enough to combat them. By bribing some newspapers and intimidating others they hope to destroy freedom of speech, and once freedom of speech is gone liberty ceases to exist. The Witness, in criticizing and then defying such a powerful firm as the Messrs. Allan, bells the cat, and the newspapers and general public of Canada will be anxious to their own best interests if they do not sustain the paper in its course.

The Manitoba papers raise a united howl about disallowance. Some propose to re-elect the Norquay government as a remedy and others to defeat it for the same end. All seem to have made up their minds to howl and howl again, but few have any very clear idea of how the howling is going to affect the case. They demand that the charters be re-enacted although they know perfectly well that as matters stand at present they will be again disallowed. As the Globe puts it, they are going to march up the hill for the purpose of marching down it again. The Nelson Mountaineer is the only one to propose a definite course. It thinks that the charters should not be re-enacted but should be constructed the roads as public works, and allow the general government to take forcibly aggressive measures to prevent that construction. This action would do away with any little technicalities that might otherwise arise, and give the people of Manitoba an opportunity of demonstrating to the world whether they were possessed of the spirits of freemen or of slaves.

The sickest excuse put forward for the disallowance of the Manitoba railway acts is given by the Mail, namely, that it was Mr. Mackenzie's policy as well as Sir John's and had he been in power he would have disallowed them also. It is a little funny that a wrong in every other act of his political life, Mackenzie was opposed to the admission of United States railroads to Manitoba may be judged by the fact that this fly-on-the-wheel politician caused the Pembina Branch to be padded in a superior style and made ready for the rails years before the St. Paul, Minneapolis & Manitoba under the management of the present C.P.R. Co. reached the boundary, and the fact of this road being graded no doubt induced them to get to the boundary much sooner than they otherwise would have done. Whether disallowance is right or wrong it certainly was not Mr. Mackenzie's policy.

WAREHOUSING

AT

FORT QU'APPELLE.

The undersigned, having ample accommodation, are prepared to receive goods at Capel station (Troy) and freight to, and store at, Fort Qu'Appelle, (until sent for) at reasonable rates.

MERCHANTS AND DEALERS

Will save the excessive charges for storage at the track, owing to lack of accommodation. Personal attention by members of the firm in receiving goods at track.

GRUNDY BROS. & CO.,

Fort Qu'Appelle.

COMMERCIAL.

The grocery famine has been relieved to some extent by the arrival of a large train of sleighs, but they brought neither bacon nor coal oil, of both of which there is a great need.

Native flour of good XXX quality sells at \$10 a sack, but lower grades can be bought for \$7.50 to \$8. Imported flour is still held at \$15.

Whitefish, from Pigeon lake, were sold at from \$6 to \$8 per hundred. The quality is not as good as last year.

Considerable grain is being brought to mill now, but very little is offered for sale. Prices are same as last quoted.

Fresh pork is still offered at 25c per pound by the whole hog, or 30c in small quantities. Beef is unchanged in price, and as yet the supply is equal to the demand.

There is a good demand for dry wood at \$3 per cord.

BUILDINGS.

The work of building a city at Edmonton has gone on satisfactorily all summer, and the number, appearance and cost of the structures are far ahead of last season's work. The lack of building hardware has been a great drawback, delaying operations in all cases, and sometimes preventing completion. The following is a complete list:

Woelfle & Burton, contractors — Presbyterian church, lots 87 and 88, block 4, H.B.Co. reserve; size 30x50, with porch 19x12 and basement for hot air furnaces; finished outside with dressed lumber, inside to be plastered and painted next summer; cost when completed \$3,500. Dwelling house for D. S. McKay, lots 91 and 92, block 3, H.B.Co. reserve; 26x30, two stories high; to be brick veneered next season; plastered and papered inside; not quite finished owing to cold weather; cost completed, \$4,000. Store for J. A. McDougall & Co., in course of erection on the Pritchard estate; 30x50, two stories high; up-stairs to be fitted up as offices; estimated cost, \$5,000. Addition to L. Kelly's shoe-shop, 18x20, story and a half, dressed lumber inside and out; cost about \$250. Additions were also made to A. Macdonald & Co.'s store at a cost of \$100. Total work finished and under contract, \$12,550. Besides these the same firm erected for G. A. Simpson, D.L.S., on the south side, a hewed log building 26x28 with an addition 16x24, with seven foot walls; not completed owing to want of lime; total cost, \$3,500.

Jas. McDonald — Bulletin office, on Pritchard estate, 16x24, one story frame, \$500. Brown & Curry, log addition to store, 16x23, story and a half, \$500. Frank Oliver, frame kitchen, 12x14, one story, \$200. Methodist church gallery 13x21, \$225. A. Dunlop, frame dwelling house on lots 66 and 67, block 2, H.B.Co. reserve, 18x24, story and a half, with lean-to kitchen 12x18; painted outside, lathed and plastered, painted and papered inside; cost, \$1,500. Rev. A. B. Baird, dwelling 16x24, one story, \$800. Dr. Wilson, frame store on lot 95, block 6, H.B.Co. reserve, 24x30, story and a half, \$1,500. Dr. Wilson, frame stable, 18x24, \$500. Thos. Hourston, log dwelling house on lot 5, block 9, H.B.Co. reserve, 18x24, two stories, \$800. M. McCauley, frame dwelling house on Methodist Mission property, story and a half, \$1,200. Total, \$7,725.

St. Jean & Goodridge — Hotel for A. Macdonald & Co., on Robertson & McGinn estate, 30x50 with addition 20x26, both two stories high, and cellar 20x30; frame to be brick veneered in spring; walls of main building filled one story high and addition full height with mortar; cost, \$5,000. Dwelling for J. Lake, on Pritchard estate, south side of Main street, 16x24, one story high, dressed lumber outside and plastered inside; cost, \$550. Office for McKay & Blake on lot 90, block 3, H.B.Co. reserve, 16x24, one story high; cost, \$250. Total, \$5,800.

R. A. McLeod — Dwelling for F. Sache, on J. Rowland estate, 16x20, story and a half; cost, \$325. Butcher shop for D. M. McDougall, on David McDougall's estate, 18x24, story and a half; cost, \$400. Sache & Oliver, dwelling on the H.B.Co. reserve, 12x16, one story; cost, \$200. Addition to Kelly's shoe shop; cost, \$25. House for self on J. Rowland estate, 16x20, story and a half, hewed logs; cost, \$400. Total, \$1,320.

J. Knowles — Frame store for Norris & Carey on lots 7 and 8, block 10, H.B.Co. reserve, 24x36, story and a half, \$1,200. Boarding house for H.B.Co. on their reserve, 26x36, two stories, \$2,200. Stable for H.B.Co. 16x31, \$265. Addition to H.B.Co.'s saw mill, 30x32, 27 feet high, \$2,000. Finishing grist mill \$800. Total \$6,465.

D. R. Fraser — Frame kitchen for the H.B.Co. 21x26, one story high; cost, \$800. H.B.Co. store remodeled, \$300. Addition to Hardisty & Fraser's mill, \$100. Hardisty & Fraser, log stable, 18x24, \$200. Fitting a run of stones and bolt complete in Hardisty & Fraser's grist mill, \$300. Total, \$1,700.

D. Ross — Hotel for self, 24x26, two and a half stories high; finished outside with dressed lumber and inside with oak grained paper; bricked between studding; painted; cost, \$3,000. Also storehouse 16x24, rough lumber; cost, 250. Total, \$3,250.

J. Goodridge — Hotel for self, on Robertson & McGinn estate, 24x30, two stories high; frame, with brick veneer; cellar 16x24, with frame kitchen 16x20, story and a half; cost, \$2,500.

Z. George — Dwelling on Sinclair estate, (now Robertson & McGinn) 14x16, one story, frame. Never finished, owing to circumstances over which the owner had no control, cost \$100.

W. Stiff — Dwelling for J. M. Wright, on J. Rowland estate 16x20, one story frame; cost, \$150. Dwelling for self on south side, 16x20, one story frame; cost, \$250. Total, \$400.

J. M. Bannerman — Dwelling on Methodist mission property, 14x16, one story, frame; never finished, having been hurled over a precipice, cost \$50.

D. Maloney — R. C. church on lot 65, block 9, H.B.Co. reserve, 26x30, story and a half; finished with dressed lumber inside and out; cost, \$1,400.

R. and J. Cronkite — Additions to Norris & Carey's store, one 16x36 and the other 14x24; finished with dressed lumber; cost, \$650.

H.B.Co. — Steamboat warehouse, 30x60, two stories, let into bank of the river; not completed; cost to date, \$500.

M. Galbraith — Dwelling for A. Rowland, north side Rat creek, 18x24, story and a half, hewed logs; cost, \$500.

J. Fraser — Dwelling for C. Fraser, north side of Rat creek, 22x32, story and a half, hewed logs; cost, \$600.

H. Meyer — Blacksmith shop for T. Hourston on H.B.Co. reserve, hewed logs, 22x30, one story; cost, \$450.

T. Anderson — Dwelling for self on south side, 18x24, story and a half, hewed logs; cost, \$600.

J. Lake — Dwelling for self on Robertson & McGinn estate, 14x16, one story, frame, cost \$200.

W. Humberstone — Dwelling on K. Macdonald estate, 14x16, one story, frame, cost \$250. Sanderson & Looby — Fitting up blacksmith shop and bricking the walls inside, \$400.

L. Gurneau — R. C. chapel, south side, 18x24 one story frame; cost, \$400.

Fitting up Masonic hall, by members of the lodge; cost \$150.

Besides the above there are in course of erection a frame coal shed for D. Ross, 72x34, costing \$200; a hewed log stable for M. McCauley, 17x31, story and a half high, costing \$300; and a stable for the R. C. mission, 18x22, hewed logs, story and a half high, costing \$300.

The above estimates are as nearly accurate as can be procured, and foot up to the nice little sum of \$49,060 for the year 1882—not bad for an alleged paper town.

GENERAL NEWS.

Senator John C. Schultz is not dead.

Navigation closed at Duluth Nov. 21st.

The last sea-going vessel for the season left Quebec on Nov. 21st.

The City of Glasgow Bank failed four years ago, and the liquidation has just been accomplished.

The Dublin police say that they have received important information concerning the Phoenix Park murderers.

It is rumored that a coalition between the Conservatives and Liberals in the Quebec local government will take place.

The titled lady who married a London baker lately was the sister of the Marquis of Queensbury, not of the Marquis of Lorne.

Two Indian villages in Alaska were shelled and destroyed by the revenue cutter Thomas Corwin on account of the hostility of the natives.

The corporation of Dublin has refused to thank the Irish regiments which served in Egypt, and declares that Ireland had no interest in the war.

It is understood that the sentence passed on M. O'Rourke, who was convicted of the murder of the Maher family in Nelson Township, Ontario, last year, has been commuted by the Department of Justice to imprisonment for life.

Glowing returns are received in Duluth, Minn., of rich discoveries of silver ore twelve miles east of Pigeon River, on the Canadian side. It is said inch pieces of almost pure native silver have lately been picked from the surface of the vein.

On the 9th November elections were held throughout the United States resulting in a sweeping victory for the Democratic party. New York, Pennsylvania and Massachusetts have changed from Republican to Democratic, New York electing a Democratic governor by 77,000 majority. Arizona, Alabama, Arkansas, California, Colorado, Delaware, Florida, Indiana, Georgia, Kentucky, Louisiana, Maryland, Missouri, Montana, Mississippi, New Jersey, North Carolina, South Carolina, Tennessee, Texas, Virginia and Wisconsin are Democratic, Michigan elects a Democratic governor with Republicans on the rest of the state ticket. Colorado, Connecticut, Illinois, Iowa, Kansas, Minnesota, Nebraska, New Hampshire and Rhode Island are Republican by reduced majorities. The reasons given for the defeat of the Republicans is the dissatisfaction of the people with the corrupt rule of that party.

Mr. Dewe, of Ottawa, has invented what he calls a chromoscope, and which will give to photographs all the tints and sky coloring as depicted by nature at the time of taking a picture.

The report of the Hudson Bay Company states that the committee will not propose an interim dividend because it cannot give an estimate of the probable result of the year's trade until fur sales are held in the spring and the land accounts of the different departments closed. The land sales during the five months ending September show a decrease compared with the previous seven months.

METEOROLOGICAL.

Weather report for week ending Friday evening, 5th January, 1883. Reported for the BULLETIN by Mr. Alexander Taylor, observer at Edmonton.

	Max.	Min.
Saturday,	14	-17
Sunday,	4	-2
Monday,	0	-9
Tuesday,	-17	-22
Wednesday,	-24	-51
Thursday,	-15	-36
Friday,	-17	-27

Barometer falling, 27.558.

Snowfall during week $\frac{1}{2}$ inch.

During the week the anemometer registered only 156.7 miles, an average of less than one mile per hour.

McNICHOL & CHAMBERLAYNE,

GENERAL MERCHANTS, FORT SASKATCHEWAN,

Will keep constantly on hand a first-class assortment of Dry Goods, Groceries and Hardware, especially selected for the trade there, which will be sold at the lowest prices for cash.

Remember the place—Haly's old store, east of the fort.

REAL ESTATE OFFICE.

STUART D. MULKINS,

Sole agent in Edmonton for the sale of lots on the

ROBERTSON & MCGINN PROPERTY, Lot No. 12, Edmonton;

MACDONALD & McLEOD PROPERTY, Lot No. 14, Edmonton;

MACDONALD & LAMOREAUX PROPERTY, City of Saskatchewan.

Plans may be seen at my office.

Terms easy.

Office Lot 37, Block 2, Robertson & McGinn estate.

JOHN A. McDOUGALL & CO.

Mr. John A. McDougall has just returned from the east where he has selected from the best markets a first-class, large, assorted stock of General Merchandise, comprising

DRY GOODS, CLOTHING, GROCERIES, HARDWARE,

And a large assortment of

HARNESS.

Notwithstanding the high rate of freight we hope to be able to offer the public the above goods at

BOTTOM FIGURES,

And as there is a great scarcity of goods w would respectfully ask the public to

GIVE US AN EARLY CALL,

Inspect and judge for themselves if we have not the

BEST SELECTION OF GOODS FOR THE GREAT NORTH-WEST

That has ever been brought into the country for the money.

Goods will be here the first week in the new year.

NORRIS & CAREY,

GENERAL MERCHANTS

Have now on hand and will keep in stock complete assortment of

DRY GOODS,

GROCERIES,

BOOTS AND SHOES.

AND HARDWARE TO ARRIVE SHORTLY.

Having traded in this country for many years, the firm feel confident that they can supply the goods the people want, and will do so at the

LOWEST LIVING PROFITS.

HORSES AND CATTLE bought, sold and exchanged.

New store on St. Albert road, next building to the H. B. Co's fort.

NORRIS & CAREY.

BROWN & CURRY,

Have now en route and to arrive shortly a large outfit of goods comprising

STAPLE AND FANCY DRY GOODS,

GENTS' FURNISHINGS,

SMALL WARES,

all personally selected in the best houses o. Montreal, Toronto and elsewhere, and of the best quality obtainable.

Also to arrive by freighters from the end of the track a full stock of

GROCERIES,

HARDWARE,

CROCKERY,

PATENT MEDICINES,

BOOTS AND SHOES.

BROWN & CURRY.